

## CLAIMS

1. A device for controlling the functions of a mobile vehicle comprising a driving motor, which is connected to a power-consuming device and via a clutch device also to the driving wheels, and comprising means of deceleration which decelerate the vehicle, and a device for determining a deceleration request, the clutch device being opened or closed as a function of the deceleration request, characterized in that the torque-determining means determine the input torque of the clutch device and actuate the clutch device as a function of this input torque and the deceleration request.

2. A device for controlling the functions of a mobile vehicle according to claim 1, characterized in that between the clutch device and the driving motor a hydrodynamic torque converter comprising a pump wheel and a turbine wheel is set, the input torque being determined from the rotational speed of the pump wheel, the rotational speed of the turbine wheel and the characteristic rotational speed line of the hydrodynamic torque converter.

3. A device for controlling the functions of a mobile vehicle according to claim 1, characterized in that the deceleration request is determined from a position of a brake pedal or a braking pressure.

4. A method for controlling the functions of a mobile vehicle, in which a driving motor drives a power-consuming device and via a clutch device also driving wheels, and comprises means for determining a deceleration request and means for decelerating the vehicle, a deceleration request being determined and the clutch device being opened or closed as a function of this deceleration request, characterized in that the input torque of the clutch device is determined with torque-determining means and that the clutch device is actuated as a function of this input torque and the deceleration request.

5. A method for controlling the functions of a mobile vehicle according to claim 4, characterized in that the clutch device is opened above a defined deceleration request and above a defined input torque.

6. A method for controlling the functions of a mobile vehicle according to claim 4, characterized in that the input torque is determined when a deceleration request is recognized.

7. A method for controlling the functions of a mobile vehicle according to claim 4, characterized in that in the event of low input torque the clutch device is opened with a low deceleration request and in the event of a high input torque the clutch is opened with a larger deceleration request.

8. A method for controlling the functions of a mobile vehicle according to claim 4, characterized in that the deceleration request is proportional to the brake pedal path or a braking pressure.

9. A method for controlling the functions of a mobile vehicle according to claim 4, characterized in that the input torque is determined upon the first detection of a deceleration request, [and] that a previously defined deceleration request is associated with this input torque, which when exceeded will result in the opening of the clutch device.

10. A method for controlling the function of a mobile vehicle according to claim 9, characterized in that the initial detection of the deceleration request takes place before actuating the service brake.

11. A method for controlling the function of a mobile vehicle according to claim 4, characterized in that a service brake is actuated starting with a defined deceleration request.